

## The NextGen Story

### 2000 | Humble Beginnings

The need for NextGen became apparent during the summer of 2000, when severe congestion and costly delays impeded air travel.

### 2002 | Congress Responds

In 2002 — The Commission on the Future of the U. S. Aerospace Industry recommended that a multi-agency task force develop an integrated plan to transform our air transportation system.

In 2003 — Congress enacted the Vision 100 – Century of Aviation Reauthorization Act, which established the Joint Planning Development Office (JPDO).

### 2004 | Integrated National Plan for NextGen

The JPDO created an integrated national plan, which defined high-level goals, objectives and requirements for the NextGen transformation.

### 2007 | NextGen Concept Released

The JPDO released to the aviation stakeholder community NextGen’s concept of operations by 2025.

### 2009 | ADS-B: NextGen Successor to Radar

In 2009 — Automatic Dependent Surveillance-Broadcast operations in Houston Center cover the Gulf of Mexico.

In 2010 — The FAA requires ADS-B Out equipage for aircraft flying in most controlled airspace by January 1, 2020.

### 2011 | NextGen Midterm ConOps

The FAA developed a NextGen Midterm Concept of Operations for the National Airspace System.

### 2012 | PBN: Navigating Efficiently

“Greener Skies Over Seattle” begins, setting the stage for improvements to airspace across the country using Performance Based Navigation.

### 2014 | NextGen Advisory Committee

The FAA delivered the NextGen Priorities Joint Implementation Plan to Congress.

### 2015 | NextGen Foundation

The FAA completed the majority of NextGen’s foundational infrastructure.

### 2016 | Future of the NAS

An FAA strategy document describes how the NextGen transformation will be completed by 2025.

## What Have We Learned?

We eliminated high-cost, high-risk or low-benefit concepts based on research and industry feedback.

Concepts no longer considered part of the NextGen Midterm concept were deferred beyond 2030.

## What's Next for NextGen?

New air traffic control automation and software applications will provide more predictable, efficient services across the NAS.

We will continue to train our air traffic controllers to use new tools and applications.

We will continue to work closely with industry and promote equipage necessary to gain full benefits of NextGen.

We will deploy new capabilities to complete the shift to time-based air traffic management, which is one of NextGen's primary goals.

Explore more at [faa.gov/nextgen/update](https://faa.gov/nextgen/update)